

In the second basket, Japan has made some halting steps toward deregulation. At least in part because of those steps, Japan's economy began to recover last year and we had a relatively good exporting year.

And in the third basket, we have agreements on medical equipment, telecommunications, insurance, patent laws, and flat glass. But autos and auto parts remain unsolved. Japan has resisted all efforts at a deal. And that is why we have a deadline next week.

JAPAN'S CLOSED AUTO SECTOR

Let us now take a closer look at this issue. Autos and auto parts account for close to two-thirds of our total trade imbalance with Japan. And the reason is that our auto and parts companies simply do not have a fair deal in Japan. A coalition of big companies and economic bureaucrats make sure Japanese dealers do not carry foreign products. And the effects are clear if we review some statistics.

In all the OECD countries but Japan, American auto parts average a 20.4-percent market share. Our share of Japan's auto parts market is 2.4 percent.

And in 1994, the world as a whole was able to export only 300,000 vehicles to Japan, where 6.5 million vehicles were sold.

This is a result of a deliberate policy to reserve Japan's auto market for domestic production. It began in the 1950's, when between 1953 and 1960 the United States share of Japan's auto markets fell from 60 to 0 percent. That is right. Zero.

It continues today, 40 years later. In 1993, for example, Japan's Fair Trade Commission found that 47 percent of Japanese dealers think they are prohibited from handling competing products, or worry their current supplier would retaliate if they sold those products.

AUTOS AND THE U.S. ECONOMY

This is a critical issue for the American economy. Our automobile industry makes up 4.6 percent of America's GDP. It is our largest manufacturing employer, employing 2.3 million Americans. And it is one of the world's most efficient and productive industries.

Since 1990, the auto industry has spent \$58.3 billion on new plants and equipment. Its R&D spending stands at \$44 billion, behind only our computer industry. Cars like the Chrysler Neon, GM's Saturn or the Ford Probe show that this investment has paid off in cars that are the world's standard for quality. There is no reason they cannot sell in Japan.

And these talks affect more than the automobile industry and its parts suppliers. They are critical for electronics, semiconductors, steel, chemicals, aluminum, machine tools and more.

Let me give you one example. When you think about autos, you do not often think about Montana. But you should. Because the auto industry is the aluminum industry's second largest market, and aluminum is a critical Montana industry.

An average vehicle contains about 200 pounds of aluminum. So in 1993, the aluminum industry shipped about 4.2 billion pounds of aluminum to the transportation market. And if American autos sell in Japan, we open a new export market for American aluminum and reduce some of the chronic oversupply on our domestic market.

So these talks are important not just in Washington, Detroit, and Tokyo, but in the Flathead Valley.

CONCLUSION

We should also remember that a good deal is good for Japan, too. Japanese citizens want cheaper cars. And Japanese surveys show a majority of Japanese dealers want to sell imported cars. If we reach a good agreement this week, both countries will benefit. The time to settle this is now.

Finally, I have said before that the ultimate solution to our trade problems with Japan lies not in trade policy, but in Japan's domestic regulatory and antimonopoly policies.

Broad reform of these areas would solve many problems which now appear to us as sectoral trade barriers. It would remove much of the tension which has pervaded our trade relationship over the past 20 years. And it would be in the fundamental interest of Japan's consumers and domestic economic growth as well.

As Singapore's Senior Minister Lee Kuan Yew said last May:

If Japan re-examines its past strategy, its leaders must recognise that conditions have changed so fundamentally that they have to break the mold of the last 50 year. That strategy, which was designed to maximize exports and minimize imports, will not limit Japan's role and damage its growth.

That is a long-term choice, and it is ultimately up to Japan. Until Japan's political leaders, business elite and—most of all—economic bureaucrats accept the choice, we will have to be firm, and autos are no exception. We have made fair offers, and there is no reason Japan cannot accept them. So let us stand behind the President and Ambassador Kantor, and get the job done.

TRIBUTE TO HERBERT P. COLE, JR.

Mr. HEFLIN. Mr. President, I rise today to pay tribute to Herbert P. Cole, Jr., a great Alabamian and American who recently passed away in his hometown of Mobile, AL.

Herb was born in Mobile on January 8, 1919, in an antebellum home known as Oakleigh, which is now a symbol of Mobile and the South. He began his education at the University Military School and then graduated from the Lawrenceville School in Lawrenceville, NJ, in 1938. That fall he entered Princeton University. The dark clouds of World War II were plainly visible and influenced his studies at Princeton. Deciding that America's entry in the war was only a matter of time, he learned to fly and joined the civilian pilot

training program. In his senior thesis, he combined his love for flying with his major, economics. He concluded that America's aircraft industry could never gear up in time to be a factor in the war.

Upon graduation in June 1942, he set out to prove his conclusion wrong. He immediately joined the Navy as an aviation cadet. He found primary training in Pensacola to be relatively easy since he had logged more hours than his instructor had and, in fact, gave his instructor several pointers. Following carrier qualification in the Great Lakes, he accepted a commission in the U.S. Marine Corps. When asked why he chose the Marines over the Navy, he would explain that the scuttlebutt was that the Navy pilots would be kept State-side to serve as instructors but the Marine aviators would be sent overseas. As was typical of him, he was eager to get the job done and thus joined the Marines.

Once overseas, he was assigned to VMSB-341, the Flying Turtles, and flew the SDB Dauntless dive bomber. His missions included strikes against enemy ships and ground support against enemy forces on Rabaul and Guadalcanal, included missions to locate and destroy the infamous "Pistol Pete" artillery piece. He earned the Air Medal for his actions in World War II.

Following the war, he returned to Mobile. In 1948, he married Valery Converse. He began his career in industrial sales with the Ruberoid Co., now known as GAF. Ruberoid moved Herb and his growing family around the South, first to Americus, GA, then to Jacksonville, FL, and finally back to Mobile. When Ruberoid threatened to move him again, this time somewhere up North, he quit. He had decided that no where in the world were there any people as fine as the ones he knew in Alabama. He then joined BLP Mobile Paint Co. as a salesman. He eventually became vice president for sales.

Herb Cole was not all work, though; he found time to enjoy his family and life. Rather than say goodbye, he would often leave his family with the admonition, "enjoy." Like many southerners, he was a sportsman. He enjoyed sailing, hunting, fishing, and supporting the Crimson Tide of Alabama and the Tigers of Princeton. His greatest sports interest, though, was golf. He was an avid golfer all of his life and shot five holes-in-one, including one when he was in his seventies.

In 1975, he took an early retirement from BLP Mobile Paint Co. Although he dabbled in real estate and other business ventures at this time, he saw retirement as a time to continue to give to the community. He served on the vestry at St. Paul's Episcopal Church in Mobile, on the board at the YMCA, and as a local representative for Princeton.

Probably Herbert's most memorable qualities were his deeply held Christian beliefs and his love for St. Paul's Church. The only place Herbert could

be found on Sunday mornings would be on the fourth pew from the rear in the chapel at St. Paul's Church, along with his wife and four children.

In sum, Mr. President, any measure of a man one could take, Herbert Cole met. He was intelligent, articulate, a loving and loved husband and father, a war hero, a successful businessman, and a devout Christian. My colleagues and I send our condolences to "Miss Valery," their 4 children and 10 grandchildren. To Herbert Cole, I say "Semper Fidelis."

U.S. SENATE PAGES, SPRING 1995

Mr. KEMPTHORNE. Mr. President, I would like to pay tribute today to 24 outstanding young Americans. The U.S. Senate pages, Spring Class of 1995, have been an exceptional group of motivated and enthusiastic young assistants. I have enjoyed working with them, and I appreciate all of their hard work.

I recently had the honor of attending the traditional tree planting ceremony in recognition of the Spring Class of 1995. It was quite a privilege to be included in such a memorable event.

With such a fine group of young adults, I feel the future of the United States will be in good hands.

It is with great pleasure that I recognize the hard work of these fine Senate pages: Bethany Atkins, Jessie Baker, Toby Bendor, Casey Chamberlain, April Cunningham, Robby Fairchild, Brent Faught, Dan Flicker, Amy Jerominek, Lara Kemp, Justin Marceau, Hillary Maxwell, Dora McCann, Aaron McClung, Matthew McMillan, David Myers, Ryan Offut, Owen O'Leary, Gordon Parker, Chris Pandelis, James Pfadenhauer, Sarah Saucedo, Jared Smith, Jennifer Van Doorn.

MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Mr. Thomas, one of his secretaries.

EXECUTIVE MESSAGES REFERRED

As in executive session the Presiding Officer laid before the Senate messages from the President of the United States submitting sundry nominations which were referred to the Committee on Foreign Relations.

(The nominations received today are printed at the end of the Senate proceedings.)

MESSAGES FROM THE HOUSE

At 3:39 p.m., a message from the House of Representatives, delivered by Mr. Hays, one of its reading clerks, announced that the House has passed the following bill, in which it requests the concurrence of the Senate:

H.R. 1817. An act making appropriations for military construction, family housing,

and base realignment and closure for the Department of Defense for the fiscal year ending September 30, 1996, and for other purposes.

The message also announced that pursuant to the provisions of section 204(a) of the Older Americans Act of 1965 (42 U.S.C. 3015(a)), as amended by section 205 of Public Law 102-375, the Speaker appoints Mr. Charles W. Kane of Stuart, Florida, from private life, to the Federal Council on the Aging on the part of the House for a 3-year term, to fill the existing vacancy thereon.

MEASURES REFERRED

The following bill was read the first and second times by unanimous consent and referred as indicated:

H.R. 1817. An act making appropriations for military construction, family housing, and base realignment and closure for the Department of Defense for the fiscal year ending September 30, 1996, and for other purposes; to the Committee on Appropriations.

EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, which were referred as indicated:

EC-1037. A communication from Secretary of the Treasury, transmitting, pursuant to law, the report on the public debt for fiscal year 1995; to the Committee on Banking, Housing, and Urban Affairs.

EC-1038. A communication from the Deputy and Acting Chief Executive Officer of the Resolution Trust Corporation, transmitting, pursuant to law, the comprehensive litigation report for the period October 1, 1994 through March 31, 1995; to the Committee on Banking, Housing, and Urban Affairs.

EXECUTIVE REPORTS OF COMMITTEES

The following executive reports of committees were submitted:

By Mr. THURMOND, from the Committee on Armed Services:

The following-named officer to be placed on the retired list in the grade indicated under the provisions of title 10, United States Code, section 1370:

To be general

Gen. Carl E. Mundy, Jr., 000-00-0000, U.S. Marine Corps.

The following-named officer for reappointment to the grade of general while assigned to a position of importance and responsibility under title 10, United States Code, section 601:

To be general

Gen. James L. Jamerson, 000-00-0000, U.S. Air Force.

The following-named officer to be placed on the retired list in the grade indicated under the provisions of title 10, United States Code, section 1370:

To be lieutenant general

Lt. Gen. Kenneth R. Wykle, 000-00-0000, U.S. Army.

The following-named officer for appointment to the grade of lieutenant general while assigned to a position of importance and responsibility under title 10, United States Code, section 601(a):

To be lieutenant general

Maj. Gen. Hubert G. Smith, 000-00-0000, U.S. Army.

The following-named officer for appointment to the grade of lieutenant general in the U.S. Marine Corps while assigned to a position of importance and responsibility under title 10, United States Code, section 601:

To be lieutenant general

Maj. Gen. Paul K. Van Riper, 000-00-0000.

The following-named officer for reappointment to the grade of lieutenant general in the U.S. Marine Corps while assigned to a position of importance and responsibility under title 10, United States Code, section 601:

To be lieutenant general

Lt. Gen. Charles E. Wilhelm, 000-00-0000.

The following-named captains in the staff corps of the Navy for promotion to the permanent grade of rear admiral (lower half), pursuant to title 10, United States Code, section 624, subject to qualifications therefore as provided by law:

MEDICAL CORPS

To be rear admiral (lower half)

Capt. Michael Lynn Cowan, 000-00-0000, U.S. Navy.

SUPPLY CORPS

To be rear admiral

Capt. Raymond Aubrey Archer III, 000-00-0000, U.S. Navy.

Capt. Justin Daniel McCarthy, 000-00-0000, U.S. Navy.

Capt. Paul Oscar Soderberg, 000-00-0000, U.S. Navy. civil engineer corps

To be rear admiral (lower half)

Capt. Robert Lewis Moeller, 000-00-0000, U.S. Navy.

Capt. Michael William Shelton, 000-00-0000, U.S. Navy.

MEDICAL SERVICE CORPS

To be rear admiral (lower half)

Capt. Harold Edward Phillips, 000-00-0000, U.S. Navy.

The following-named rear admirals (lower half) in the line of the U.S. Navy for promotion to the permanent grade of rear admiral, pursuant to title 10, United States Code, section 624, subject to qualifications therefore as provided by law:

UNRESTRICTED LINE OFFICER

To be rear admiral

Rear Adm. (1h) Charles Stevens Abbot, 000-00-0000, U.S. Navy.

Rear Adm. (1h) Michael Lee Bowman, 000-00-0000, U.S. Navy.

Rear Adm. (1h) Frank Matthew Dirren, Jr., 000-00-0000, U.S. Navy.

Rear Adm. (1h) Marsha Johnson Evans, 000-00-0000, U.S. Navy.

Rear Adm. (1h) Henry Collins Giffen III, 000-00-0000, U.S. Navy.

Rear Adm. (1h) Lee Fredric Gunn, 000-00-0000, U.S. Navy.

Rear Adm. (1h) Michael Donald Haskins, 000-00-0000, U.S. Navy.

Rear Adm. (1h) Henry Francis Herrera, 000-00-0000, U.S. Navy.

Rear Adm. (1h) Francis William Lacroix, 000-00-0000, U.S. Navy.

Rear Adm. (1h) Thomas Fletcher Marfiak, 000-00-0000, U.S. Navy.

Rear Adm. (1h) Richard Willard Mies, 000-00-0000, U.S. Navy.

Rear Adm. (1h) Robert Joseph Natter, 000-00-0000, U.S. Navy.

Rear Adm. (1h) Robert Michael Nutwell, 000-00-0000, U.S. Navy.

Rear Adm. (1h) James Gregory Prout III, 000-00-0000, U.S. Navy.

Rear Adm. (1h) James Reynolds Stark, 000-00-0000, U.S. Navy.

Rear Adm. (1h) Robert Sutton, 000-00-0000, U.S. Navy.